

May 16, 1960

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TO: [REDACTED]

FROM: [REDACTED]

SUBJECT: Trip Report

REFERENCE: Contract LW473

A. INTRODUCTION

As part of a team I visited Detachment B and Detachment C to insure that the best efforts, knowledge and experience were being utilized to maximize quality and reliability in the operation of the special equipment.

1. Itinerary

The total elapsed trip time was from 12 April 1960 through 9 May 1960. The morning of 13 April was spent at Headquarters for briefing. Arrival at Detachment C was on 15 April and departure was on 20 April. Arrival at Detachment B was on 24 April and departure was on 1 May. Arrival home was on 6 May.

2. General Comments

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Both [REDACTED] at Detachment C and [REDACTED] at Detachment B indicated that they were satisfied with equipment performance, and with the personnel responsible for its maintenance and operation. In general, the working areas at both detachments were clean and orderly, and the equipment properly serviced and maintained.

B. SHOP FACILITIES

1. Detachment C

At Detachment C the facilities and working area are adequate. Some shortage in hand tools exists, but these should be readily available through normal supply channels.

2. Detachment B

At Detachment B the facilities are adequate, but the working area is so small it is exceedingly difficult to properly maintain and bench test equipment. Approval has been granted to enlarge the area, and this should improve working conditions considerably.

C. EQUIPMENT

1. Charters

I found the charters at both detachments badly in need of

factory overhaul, and this indicates that the turn-around now being accomplished is being done none too soon. Bearings, latches and levers, shafts etc. are showing signs of wear, and are adversely affecting the operations and results. The principal problem areas are format shift and double soon. These difficulties are being corrected during the turn-around. The latch and lever assemblies require constant maintenance and will be carefully studied for a means of improving the design.

## 2. Driftsights

The Driftsights also show signs of wear, and a turn-around would be beneficial at an early date. There are no spare Driftsights at either detachment, and this condition should be rectified. To pull, repair, clean and reinstall a Driftsight can take from 24 to 36 hours of straight work.

## 3. Hand Controls and Cables

The operation of the Hand Controls and the condition of the cables appear to be satisfactory and there are enough spares in the system.

## 4. Sextant

Our particular group is responsible for the Sextant only at Detachment C. They have encountered no unusual difficulties, and we believe sufficient spares are in the system.

## D. PERSONNEL

### 1. Detachment C

At Detachment C there exists a good working relationship between detachment command and the personnel involved on this equipment. Cooperation with other groups is also very good. In some cases, however, more advanced notice of an operation would be desirable for preparation of the equipment.

### 2. Detachment B

At Detachment B we maintain good working relationships with detachment command, even though we must operate through another group. This is a disadvantage, since we are unable to get first hand information of problems that may come up during debriefing. In addition, we are not always notified of an operation or the cancellation of an operation. This means that many trips are made to the work area at odd hours only to find the operation has been cancelled, or we are not present to prepare the operation.

The transportation facilities are inadequate. Our group has no transportation of its own, and must borrow vehicles for odd hours trips when the taxi is not running. Often the vehicle owners are left with no transportation to the work area.

The scope of the operation is such that at least two men are required in the area at all times. One of our people on R & R or staging imposes extreme hardships on the one remaining.

TO:  
FROM:

Page three

**E. CONCLUSIONS**

Both detachments are extremely close knit groups, and all personnel performing every function work together and coordinate their operations extremely well. Each operation is accomplished with machine like precision, and each group performs its function in the proper order, and pitches in to help one another where necessary.

Our people participating in these operations appear to fit in very well. They are well trained in the operation and maintenance of their equipment, and we feel that failures of equipment due to personnel error are at a minimum.

**F. RECOMMENDATIONS**

We feel that the personnel at both detachments are performing their duties adequately, and that the necessary equipment modifications are being taken care of. The following recommendations are considered as being essential for continued operation and improved reliability.

1. A spare Driftsight should be supplied to each detachment, so that it would be possible to have a clean and operational unit ready to drop into a vehicle at any time.
2. A vehicle should be supplied to the personnel at Detachment B for transportation to and from the work area as discussed previously.
3. A telephone should be supplied to the personnel at Detachment E so they can be made aware of their requirements.
4. A third man should be stationed at Detachment B to help divide the tremendous work load now imposed on two men.
5. This special equipment group, to operate most efficiently, should attend briefings and debriefings, and be made aware directly of all operations.
6. Lightweight metal carrying cases for the charters should be supplied for staging operations.

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